

THAMES

FREIGHTER

RANGE



THAMES



PANEL VAN

The panel van body has a capacity of 170 cu. ft. (4.8 cu. m.): with passenger seat removed, 183 cu. ft. (5.2 cu. m.) – all usable loadspace. Squared-off wheel arches permit easy stacking. Spare wheel under floor means no freight space lost.

Rear doors open 90° or 180°. Torsion bar stays hold firm in high winds. Optional side door available – 45.75 in. (1.16 m.) high, 31.7 in. (.81 m.) wide. Easy loading height 23.5 in. (.60 m.) laden.



FREIGHTER RANGE

Never before has there been available to operators such a superbly designed range of rugged, low-cost delivery vehicles. Whether it's for tackling congested towns, or long distance high-speed deliveries, these new Ford Freighters pay handsome dividends.

Handsome to look at, too! Yet they're functionally planned down to the last detail . . . the short wheelbase gives greater manoeuvrability; a compact body offers more usable space; the suspension gives smooth riding under *all* load conditions; and there's extra speed for today's fast Motorway routes. What's more, you have a choice of petrol or diesel engine and three or four-speed gearbox to suit your special needs.

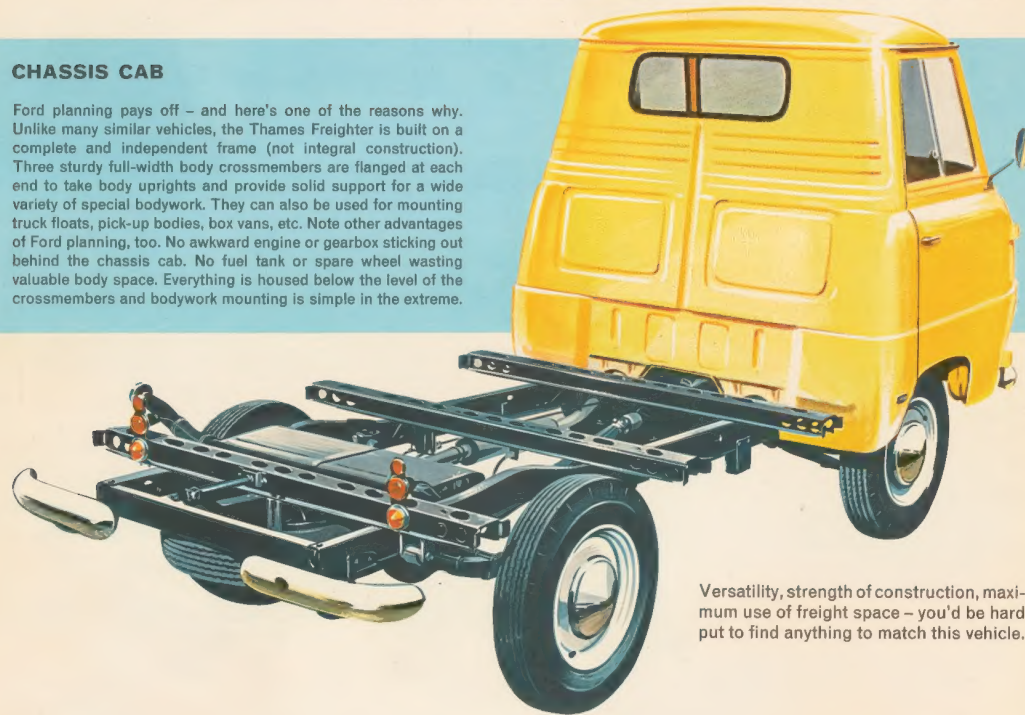
The remarkable toughness, versatility and economy of Thames Freighters has been proved by operators all over the world in all kinds of punishing conditions. They're *unbeatable* value for the fast efficient transport of goods and passengers.

More than likely Thames Freighters are the best answer to your problems, too. Remember, they're backed by the unique Ford Servicing Organisation – world-wide and world famous for keeping Ford products on the job where you want them.

THE WORLD'S MOST VERSATILE LIGHT VAN

CHASSIS CAB

Ford planning pays off – and here's one of the reasons why. Unlike many similar vehicles, the Thames Freighter is built on a complete and independent frame (not integral construction). Three sturdy full-width body crossmembers are flanged at each end to take body uprights and provide solid support for a wide variety of special bodywork. They can also be used for mounting truck floats, pick-up bodies, box vans, etc. Note other advantages of Ford planning, too. No awkward engine or gearbox sticking out behind the chassis cab. No fuel tank or spare wheel wasting valuable body space. Everything is housed below the level of the crossmembers and bodywork mounting is simple in the extreme.



Versatility, strength of construction, maximum use of freight space – you'd be hard put to find anything to match this vehicle.



MANOEUVRABILITY

The fully forward driving position and short wheelbase of Thames Freighters gives drivers exceptional control and manoeuvrability whatever the conditions. For town parking, turning in narrow streets, working in congested loading bays this is the ideal vehicle. The turning circle on the standard vehicle is only 35 ft. (10.7 m.).

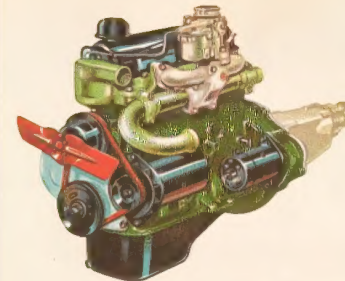
PETROL ENGINE

4 cyl. OHV in line – bore 3.25 in. (82.5 mm.); stroke 3.13 in. (79.5 mm.). Compression ratio 8.3:1 (optional 7:1). Max. gross BHP 55/58* at 4,400 r.p.m. Max. gross torque 87/91* lb. ft. (12.03/12.58 kg. m.)* at 2,000 r.p.m. Fully balanced three bearing crankshaft. Detachable cylinder head, push rod operated valves. Cooling by water pump with thermostatically controlled by-pass.

*High compression ratio.

Optional DIESEL ENGINE

Perkins 4/99 OHV in line – bore 3 in. (76.2 mm.); stroke 3.5 in. (88.9 mm.). Compression ratio 20:1. Max. gross BHP 42.3 at 3,600 r.p.m. Max. gross torque 73 lb. ft. (10.09 kg. m.) at 2,250 r.p.m. Fully balanced forged steel three bearing crankshaft. Aluminium alloy flat topped pistons with 3 compression and 2 oil control rings.



3 SPEED GEARBOX

Steering column gear change lever. Three forward speeds with synchromesh on 2nd and top. Gear ratios:

1st	– 3.27:1
2nd	– 1.69:1
3rd	– 1:1
Reverse	3.97:1

Optional 4 SPEED GEARBOX

Steering column gear change lever. Four forward speeds, all synchromesh. Gear ratios:

1st	– 4.412:1	4th	– 1:1
2nd	– 2.353:1	Reverse	4.467:1
3rd	– 1.505:1		

The extra input torque of the low ratio first gear is countered by use of a four pin differential assembly.

SPECIFICATIONS

AND DIMENSIONS

The dimensions of the Thames Freighter Range, as shown here, have been most carefully planned to give the very best combination of those qualities most essential in a commercial vehicle – easy handling, quick loading and stylish proportions.

ENGINES. Four cylinder petrol engine. Four cylinder diesel.

ENGINE LUBRICATION. Pressure feed by gear-type pump to main bearings, camshaft bearings and connecting rod bearings.

TRANSMISSION. Steering column change mechanism. Three-speed or four-speed gearbox. Single plate clutch – three-quarter floating hypoid rear axle with open drive shaft.

SUSPENSION. Rear – Longitudinal semi-elliptic leaf springs mounted in rubber with lever arm shock absorbers. Front – Independent, coil springs and wishbone utilising ball joints. Telescopic or lever arm shock absorbers according to territory.

FUEL SYSTEM. Diaphragm-type feed pump mechanically operated. Down-draught carburettor.

ELECTRICAL. 12-volt system with 45 amp. hr. battery mounted behind driver's seat. (57 amp. hr. battery optional but standard on passenger range.) Diesel engine version has 80 amp. hour battery.

IGNITION. 12-volt battery and oil filled coil. Sparking plug 14 mm.

BODY. The bodies are of single skin, steel welded construction. Lower skirt panels are detachable for ease of repair. The cab and chassis windscreen variants are separate units bolted on to the chassis frame, whereas the van, estate car and Express bus bodies are welded to the chassis frame.

STEERING. Worm and Peg mounted direct to side member. Ratio 14:1. Turning circle 35 ft. (10.7 m.).

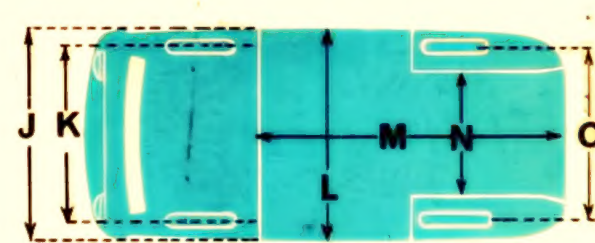
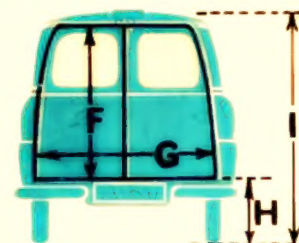
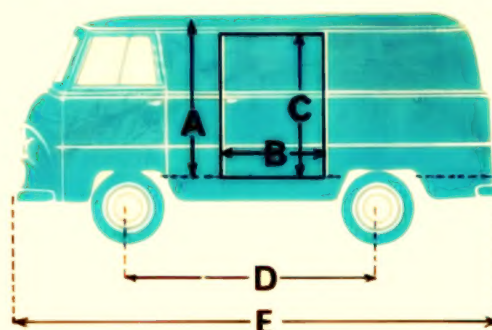
BRAKES. Hydraulic on all four wheels. 9 in. (22.86 cm.) diameter. Lining area 147 sq. in. (948.4 sq. cm.).

WHEELS. Pressed Steel Disc.

TYRES. Standard tyres – 6.40-15/6 ply.

FUEL TANK. 8 gallons (36.37 litres).

Ford policy is one of continuous improvement, and the right to change price and specification without notice is reserved.



	in.	cm.
A Interior mean height	51.5	130.8
B Width door opening	31.7	80.5
C Height door opening	45.75	116.2
D Wheelbase	84.0	213.4
E Overall length	160.6	406.9
F Height c/l rear door opening	46.3	117.6
G Width rear door opening at floor level	48.1	122.2

	in.	cm.
H Loading height (u/laden)	26.55	67.4
I Overall height (u/laden)	78.68	199.8
J Overall width	70.63	179.4
K Front track	53.0	134.6
L Interior mean width	59.25	150.5
M Interior mean length from bulkhead	95.0	241.3
N Width between wheelarches	44.0	111.7

	in.	cm.
O Rear track	55.0	139.7

KERB WEIGHT
CHASSIS CAB
FREIGHTER

2,076 lb./941.7 kg.
2,458 lb./1,114.9 kg.



A PRODUCT OF FORD MOTOR COMPANY LIMITED, DAGENHAM, ENGLAND

Printed in England. Ref. A2023/11/62/ENG.X.